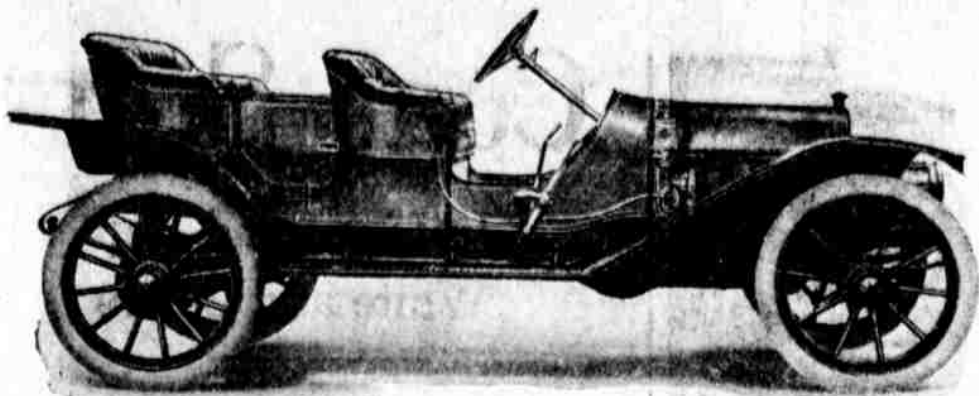


# THE "EVERITT THIRTY"



**Price \$1350 f.o.b. factory**

Standard equipment, includes Splitdorf magneto, oil lamps, large gas lamps, generator and horn, mohair top and glass front cost \$100 extra

## SPECIFICATIONS

Color	Royal Blue
Seating Capacity	Two, four and five persons
Clutch	Cone
Wheel-base	110 inches
Gauge	56 inches
Tire Dimensions	34x3 1-2 inches
Brake Systems	Two sets contracting and expanding on both rear wheels
Horse-power	Thirty
Cylinders	Four
Arranged	Vertically underhood
Cast	En Bloc
Bore	4 inches
Stroke	4 3-4 inches
Cooling	Water
Radiator	Vertical tube
Ignition	Jump spark
Electric Source	Dry battery and magneto
Drive	Shaft
Transmission	Selective sliding gear on rear axle
Gear changes	Three forward, one reverse

The coming out of this car at \$1350 is one of the big events in the automobile world

You can't understand the full force and scope of this statement until you know what has gone into the making of the "EVERITT 30"

The newest factory and the oldest builders tells the story in a single phrase

**A Carload Has Just Arrived**

**Come and See the Cars**

# von Hamm-Young Co. Ltd.

Sole Agents

## OPEN MEETING ON HARBOR

(Continued from Page 1)  
"Yes, on both sides of it," answered Campbell.

Thurston said that he should greatly deprecate the taking away of

Cocoanut Island for commercial purposes. It was Hilo's greatest beauty spot, and from a beauty standpoint alone it was a valuable commercial asset. It was Hilo's only bathing beach, and it was a seaside park which was the keynote to the beauty of the harbor. Once it was taken and made use of for wharf purposes, it ceased as a resort would be at an end. He hoped that the island would be set aside for a public resort.

Campbell said that he had been misunderstood. It was the intention to reserve Cocoanut Island as a park reserve for all time by means of a proclamation. The building of a wharf on either side would not interfere with its beauty. The reserve would carry with it lines on both sides of the island, inside of which nothing could be built.

Winslow's Views.  
Major Winslow said that as far as the Federal government was con-

cerned, wharves could be built all over the island, but permission to build such must be gained from the Territory. It was therefore purely a Territorial question. If wharves were built close to the island they might interfere with the view.

Campbell stated that the Territory could determine the distance within which wharves could be built. He would guarantee that the lines would be so drawn that Cocoanut Island would be reserved. After some further discussion, Campbell withdrew the line he had previously made, so that Cocoanut Island was left entirely outside the lines.

### Railroad Wharves.

Metzger said that he did not think it was right to allow anyone to build wharves a thousand feet out, as was allowed by the lines indicating the location of the new railroad wharves at the breakwater. Seven hundred feet should be enough, as this would allow more of the deep water to be used for navigation, and he believed that the line should be brought back accordingly. Outside of the Hilo beach proper the pierhead line should be extended in order that wharves might be built without involving the necessity of dredging.

Petrie wanted to know if it had been determined by borings whether dredging would be feasible at that point, so as to allow more space for maneuvering. He agreed with Metzger that as much of the deep water as possible should be preserved for maneuvering.

### Wants It All.

Thurston did not think that the wharf lines should be put back. The American-Hawaiian boats were 450 to 500 feet long, and if the wharves were only seven hundred feet long there would be accommodation on each side for one steamer with a couple of hundred feet of useless space. The thousand-foot wharves would give berths for two steamers on each side. The completion of the Panama Canal would greatly add to Hilo's commerce, and there should be plenty of dock room provided, so as to accommodate the increased shipping which the advantages of the island route would cause to come here. Hilo should not limit herself to stunted wharves. Reed's Bay was of about the same size as Hilo harbor—or but a few acres smaller—and there was enough room for maneuvering. With sufficient space to maneuver in, would it not be best to use the deep water which was available for wharves? With regard to the pierhead line outside of Hilo beach proper, Mr. Thurston said that that part of the harbor was practically an unknown quantity, with the exception of the fact that the railroad company had six sets of maps, made from soundings taken at different times, and these indicated that the harbor at that place was growing gradually a little deeper, and that it was not silting up.

Major Winslow said that his maps showed that at this point the harbor was getting deeper in some and shallower in other places.

Thurston continued that there were twenty-three feet of depth at the end of the railroad wharf, which did not accommodate large steamers. Some time ago the question had arisen whether it would pay the railroad company to dredge so as to allow big steamers to come up to it, but the figures which had been received from the Hawaiian Dredging Co., a friendly concern, had been something like \$100,000 for a couple of hundred feet, and this had left the plan out of the question, especially as it was possible that a freshet of the Waikuku river might at any time fill the space which had been dredged at such great expense. So far the railroad had given up its plans of dredging, but if the wharf were run out to the thirty-foot depth and by doing but very little dredging berths might be provided for two steamers. He suggested that the pierhead line be brought out far enough to allow others to build wharves between the present railroad wharf and Cocoanut Island.

### Map Inspection.

After this some time was taken by individual inspection of the maps by various persons, when Scott asked if there would be any objections to the maintenance of buoys as long as these were not in the channel way. Major Winslow answered that the question of harbor lines had nothing to do with that.

Scott said further that the commercial interests of Hilo were much interested in the location of future wharves and in knowing whether these would charge wharf tax or not. Major Winslow answered that the Federal government had nothing to do with the tax.

Richards said that now the wharf interests had had their inning, he would like to protest as a citizen against allowing any structure nearer Cocoanut Island than a line drawn from the old Kinau wharf and running makai parallel with the railroad wharf.

Dranga said that Cocoanut Island had already been spoiled as a bathing resort by the oil and refuse coming from the vessels in the harbor, and it would be still worse when the breakwater was extended.

"Do you want us to stop work on the breakwater?" asked Major Winslow.

Dranga said he did not, but he

thought that it could not matter how close wharves were built to Cocoanut Island. He did not think that the interests of commerce should be hindered for sentimental reasons.

### Bishop Estate's Desire.

Dodge said that as a representative of the Bishop Estate, which owned three thousand feet of frontage on Hilo bay, he thought that the pierhead line should be moved out to twenty-eight or thirty-foot depth, but in view of Major Winslow's statement that the lines could easily be moved out, he would make no objection. He believed that there should be a liberal reservation made for Cocoanut Island, and that an effort should be made in the near future to have the island set aside for all time for public purposes.

Campbell said that the Territory could do this, as the amendments to the Organic Act provided for just such cases.

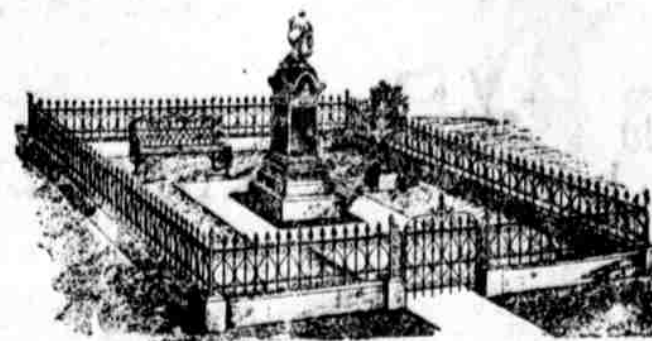
Scott asked Campbell if it was the intention of the Territory to construct public wharves in Hilo, and, if so, where would these be located?

### Campbell Again.

Campbell answered that that was up to Hilo. At the last Legislature he had asked for \$200,000 for Hilo harbor improvements, but he had received no support from the Senators or Representatives from this island. All the wharves in the Territory should be owned by the Territory, but it had been found necessary, in order to accommodate commerce, and as the Legislature failed to provide the necessary funds, to grant permits for the construction of wharves by private individuals and corporations. The Territory could, however, regulate the charges and it had the right to take possession of the wharves on giving six months' notice and paying the cost of the structures. All the license gained was a prior right of dockage. Anyone could get a license, but if the Legislature would provide the funds, the Territory would build enough wharves in Hilo to meet the needs of her commerce.

### Thurston for Railroad.

Thurston asked permission, as the talk had drifted somewhat from the subject of harbor lines, to say a few words on behalf of the railroad company. He had heard murmurs regarding the plans of the Hilo Railroad Company to the effect that the railroad was going to hog all the available wharf space. As a matter of fact, the position of the railroad was something like this: when it became certain that the breakwater would be built it was evident that the wharf question must be taken



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O. W. LEHMER, Traffic Manager, Y. V. R. R., Merced, Cal.

up again. It was apparent that the east end of the harbor would be protected some five or six years before the present wharf would be so, but no one could say at present whether it would be feasible to build a wharf at the east end of the harbor.

The railroad had made inquiries of both the Federal and the Territorial authorities to ascertain whether there would be any objections on their part to the building of wharves there, and it had been told that there would be none. The matter had also been laid before the commercial parties most interested, such as the steamship and other transportation companies, and the large shippers such as the plantations, the idea being to find out whether they would be interested in the idea of building a cooperative wharf where deep-sea vessels could dock. The railroad company did not wish the entire control. It did not know whether it would be possible to build the wharves at all there. Estimates had been received for the filling of the thousand feet approach and the figures received had been somewhat startling. Anyone who wanted wharf stock had only to come forward with the coin and help.

Campbell could not refrain from springing his usual advice for Hilo to stick together. Hilo should help those who wanted to help the town grow. Campbell also reminded those present of the importance of sending to the Legislature men who would see that the money was forthcoming for the placing of the wharves under Territorial control. "Scott said that he did not agree with Metzger that the wharves at the east end of the harbor should be reduced to seven hundred feet in length. He thought they should be a thousand feet long."

Day indorsed what Dodge had said about the reservation of Cocoanut Island, but wanted a still greater area reserved on the east side of the island.

There was some more desultory discussion, after which the meeting adjourned.

Among those present were Major Winslow, Marston Campbell, J. A. Kennedy, Judge Parsons, Messrs. Quinn, Petrie, Day, Scott, Gamble, Dranga, Severance, Guard, Medcalf, Fetter, Pullar, Mair, Henry Lyman, John Watt, Thurston, Gartley, Morehead, Richards, Kaimenut, Captain Fitzgerald, Captain Freeman, Metzger, Easton, Wright, Horner, Rev. Fenton-Smith, Dr. Schoening, R. Harding, Beers, Wilson, Armitage, Captain Mosher, Rose, Parnaux, Carl Smith, W. H. Smith, J. U. Smith, Cockburn, Cabrera, James Lewis, J. T. Lewis, Bowman, Deyo, Lindsay, Sisson, Parsons, Waite, Myers, Swain, Burnett, Ragdale, E. Moses, Dr. Hayes, Kluegel, Vicars, Patten, Kennedy, Bartels, Johnson, Little, Hering and many others.

AS FAR AS the local agents of the Pacific Mail steamship Manchuria are concerned, that vessel will be dispatched for Japan ports and Hongkong on Monday evening, at five o'clock provided that the vessel arrives at Honolulu at the usual early hour on the morning of that date.

THE DEPARTURE of the Matson Navigation chartered freighter Nevada from San Francisco was reported yesterday afternoon. The vessel is bringing down a general cargo to the islands. The Nevada should arrive here on or about July 23rd.